



May 2013 newsletter

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Commodore's Blog

I suppose the dominant feature at the time of the last newsletter was the cold winter. Well, what now? Much the same. A late, cold spring has hardly inspired masses of members to come sailing. On the one lovely Sunday so far the picnic rugs were out and the place buzzing. Surely there must be a bag of sunshine ready to burst out.

If you thought that meant the Club was collecting cobwebs, though, you would be wrong. The most spectacular change has been the refurbishment of the Ladies' changing rooms, now a nice, clean, shiny place. I am told that the ladies' changing room tends to be messier than the men's and this creates a shortage of space but perhaps that's a subject for another day. Thanks to Club member Danny Pilgrim who did the work.

Powerboat update sessions have been continuing through the winter months in order to keep the ability of powerboat drivers up to scratch. This can only happen because of the efforts of the Instructors but also Alan Coventry and Terry Shepherd who keep the power craft going. They are to be found working every Wednesday and more and do this entirely voluntarily. Please support them by treating the boats with the care they deserve. They are expensive to repair and replace. (I'll remind you at the time of subscription renewal!)



What's on

New Members Day	18 May
Thursday evening improvers sessions start	23 May
Lake and Cake	8 June
Laser / Solo open	15 June
Summer solstice race	19 June
RS Feva Inland Championships	22 and 23 June
WESSA regatta	29 June
Ladies' Day—training and racing	6 July
Family regatta	13 July
Club Racing regatta	14 July
Lake and Cake	27 July
Topper Open	10 August
August Antics	24 to 26 August
CLADS regatta	31 August

We applied to the RYA at their invitation to host a High Performance squad for talented junior sailors. This bid was unsuccessful in the first round but may come to fruition later. With juniors in mind we have purchased three RS Teras and these have proved very popular with the youngsters. It is anticipated these will supersede the Optibats. They look



like boats instead of boxes. More of these will be needed in due course.

If you go to a golf club you can arrange a golf lesson. Outside of the RYA courses which are hugely over-subscribed, there is no similar sort of facility at our sailing club. The Committee has, therefore, approved the idea of sailing lessons with a qualified instructor for which the instructor's expenses will be paid. This is on a trial basis for one year. It is hoped the scheme will be launched when the sun comes out.

On the lake the slow start to spring has not stopped the full sailing programme. It started with the Asymmetric Open meeting. The Club, under the auspices of Bath University hosted a very successful BUSA Finals, an event they ran like clockwork. These were followed by the Fireball and Scorpion Open meeting and then the Flying Fifteen Inland Championships. Attendance at the open events was a little disappointing. The advent of accurate weather forecasting, lack of pleasant weather and economic factors may all contribute. It is difficult to know which of these is dominant or whether they have a cumulative effect. It does seem to be a national trend. Let's hope all improve.

The Spring Points series is well under way as is the Wednesday evening series. But if you think racing is a loathsome form of nautical enjoyment then help is at hand. Thursday evening sailing begins on May 23rd and if you need help with your sailing, Instructors will be on hand to do just that. Or you can just go for a sail on a lovely balmy summer evening.

CLADS have started sailing and they, too, have a shiny new shower. We must be the cleanest sailors in the land!

Curiously, not all family members like sailing. Why not bring them to the Club for lunch and sneak out on the water while they are enjoying the fabulous fayre of Doug's Diner, otherwise



known as the Galley. For those with unsophisticated palates his sausage buns are legendary. More discerning members will enjoy a full range of delicious meals.

The only difficulty is the efforts of the Highways agency and the local councils to make navigation to the Club difficult. The M4/M5 roadworks are a nuisance and surely there are no more water mains under the road that need fixing. But if your journey is frustrating it's worth it. I promise.

Mike Thompson

Commodore

Vice Commodore's report

The first few months of the year have seen some pretty mixed weather although it has generally been much colder than usual. This has had little impact on the enthusiasm of the racing sailors, although there was one memorable Sunday when those of us out had icicles forming on kicking straps and other bits of boat, not to mention our fingers!

The turnout for the Spring series was good with the Flying Fifteen fleet in particular showing healthy numbers throughout. It was also good to see more Toppers and Fevas joining in.

Other notable events over the past months have been the BUSA team racing National Championships which were hosted by Bath University using Chew's facilities – it was an amazing feat of organisation bringing three days of intense competition in big breezes and eventually Bristol Uni beat Oxford in a nail biting final. Congratulations to the Bristol team, and to Bath for organising the event.

Following the BUSA event, we hosted many top names at the Fireball/Scorpion Open and although the Sunday was cancelled due to a lack of wind, the breezy conditions on Saturday showed boat handling skills of the highest order. On 21 April we held the races for the John Jarrett trophy and Commodore's Cup and these

were respectively carried off by Peter Rose in his Scorpion and Paul Croote in a Cherub

From the middle of April, Ali and her team have been running the Junior Sundays and it is wonderful to see the enthusiastic juniors and helpers out and about – if that energy can be harnessed and developed I am optimistic about the long term future of the Club and our sport. It is also good to see the new RS Teras being used and they have received an enthusiastic response. One of the most popular events for the juniors is 'August Antics' and I know Colin Walsh is keen to hear from anyone who is prepared to help with the running of this event over the August Bank Holiday.

The RYA training team are also swinging into action both in training club members, and in being trained themselves. Rob Mitchell, Helen Martin, Steve Turner, Rich Hole and Mike Carr all qualified as Senior Instructors and this should allow us to continue to provide a high level of quality training to club members, although we are aware that demand for training does exceed the supply of trainers (if you are interested in helping, do contact Rob Mitchell). Congratulations to all our new Si's – I understand it is a tough course.

One consequence of the level of activity on the lake is the pressure it places on our powerboats. These are expensive to maintain and our lease with Bristol Water limits the number of boats we can use at any given time so we have a booking system to try to ensure we meet as much of the demand as possible within the obvious constraints on the club. Spare a thought too for the Bosun and



his team who do an amazing job keeping on top of boat maintenance.

Looking forward, this weekend sees the club hosting the Flying Fifteen Inland championships and I hope a report on this will appear elsewhere in this newsletter. We have some top Fifteen sailors in the club who I am sure will be putting on a good show for us.

There are two other major events coming up in the calendar: the RS Feva Inland Championships on 22/23 June and the RS200 Inland Championships on 19/20 October. These will both attract high numbers of entrants with great competition.



There are a large number of 200's at the club, and if you have one of these boats, do join in with the club racing and help to provide a high turnout at the Inlands – if you are not ready for a big championship this year, RS have asked us to host the 2014 Inlands as well. Nick Martindale has joined the sailing Committee to help promote the 200's and will be delighted to hear from any budding 200 sailors.

Away from the racers, the sun brought out the families for the recent Bank Holiday and it was lovely to see so many of you enjoying being on and by our beautiful lake. It is really lovely to see the club and its grounds being used to the full.

Enjoy your sailing over the summer months and do let me know if there is more we can be doing to help at the club.

Simon Chapman
Vice Commodore

Flying Fifteen Inland Championships

The Flying Fifteen Inland Championship was held on May 11-12 at Chew Valley Lake. 12 home boats were joined by 23 visitors, making the biggest Open event of the year so far, despite the weather forecast predicting some very strong winds. The highly competitive fleet included current and past World, European and National Champions.

As the fleet launched for a 1pm start, and 3 scheduled races for Saturday, the wind was building steadily from the west. Race Office John Smalley and his team set a classic triangle/sausage course and the fleet got away for race 1 at the first attempt.

The left side paid on the first beat – although some boats were tempted to stay out on the left for too long and then found a port tack approach to the windward mark in this fleet wasn't easy! At the first rounding, the local team of Ian Cadwallader and Nick Stone lead the fleet, followed by Steve Goacher and Phil Evans. The first reach was too tight for spinnakers – some hoisted after the gybe but few boats managed to carry kites all the way to the leeward mark. On the second beat Goacher and Evans took the lead. The wind had veered by now and most boats opted for a gybe-set after the spacer mark for the run. For the second triangle, the reaches were more manageable and most of the fleet was able to carry spinnakers, especially on the broader second reach.

In the fast conditions, the 2 complete laps set by the RO were completed in around 40 minutes. Goacher and Evans held the lead to the finish, followed by Cadwallader/Stone in 2nd, with Alan Bax and James Grant in 3rd.

By now the wind had really picked up, and most of the fleet took shelter in the lee of the clubhouse for the few minutes it took to get the second race set up. The race team managed a

quick turn-round, and race 2 was under way soon after the last boats had finished race 1.

Race 2 saw the strongest winds of the weekend, with 40mph recorded in some of the gusts. A third of the fleet retired, some with damage including broken masts. There were many broaches and capsizes, with even a few past championship winners seen stood on their keels at times! First place in race 2 went to Richard Lovering and Matt Alvarado, second were Greg Wells and Andrew Jameson, and third Goacher and Evans.



With the wind still very strong, and with damage sustained throughout the fleet, the Race Officer decided to postpone race 3 to the next day and sent the fleet ashore – although many had already made that decision themselves! Overnight leaders after 2 races were Steve Goacher and Phil Evans. After recovering boats, and effecting some repairs where necessary, the fleet took advantage of the Chew Galley and then the bar well into the evening.

Sunday brought much more benign conditions, and the fleet was afloat for a 10:30 start, to get the remaining 3 races of the series completed before the forecast return of the strong winds mid-afternoon. The course was the same triangle/sausage configuration, with the wind still from the west but averaging around 15mph at the start of race 3.

This time the right hand side of the beat was the way to go on lap one, and some different faces were seen near the front at the first mark rounding. By the end of the race it was Bax/Grant in 1st, Wells/Jameson 2nd and Cadwallader/Stone 3rd.

Contrary to the forecast, the wind steadily decreased throughout races 4 and 5. Goacher and Evans took another 1st in race 4, the team of Jeremy Davy and Paul Busby had been moving up the fleet all weekend and took a 2nd and 1st in races 4 and 5 respectively, and Robert Gogben / Glyn Morgan made it into the top 3 with a 2nd place finish in race 5.

At the end of the event the scores were very close at the top of the fleet, with the first 5 boats all between 10 and 15

points. 2nd was decided on countback, with Richard Lovering and Matt Alvarado taking 2nd from Ian Cadwallader and Nick Stone. First overall, and the 2013 Inland Champions, were Steve Goacher and Phil Evans



Bill Chard

Solos

Well this time I'm sitting alongside in Antwerp aboard a large car carrier, the Dorado Leader. Time on my hands and articles to write.

The spring points series saw a total of 13 different solos take part, sadly I wasn't one of them, work having picked up considerably. Simon Chapman was the only qualifier but with 4 race wins and 2 second places a deserved 1st place overall.



Wednesday evenings are back with a bang and although the "B" Fleet seems reduced this year there have been 14 different helms out in their solos so far. One who has crept out with us is Fraser Budd, in 22 years I have not seen Fraser join us on a Wednesday evening that I can remember, keep it going. In view of the wooden boats that come out on Wednesdays I will give a bottle of wine to the first wooden hull at the end of the series.

The Commodores cup saw Chris Goldhawk holding up our end with a 3rd place in a full pursuit race. In the John Jarrett trophy, an all in handicap race, Chris came home with a 4th place.

Sun 19th May is a class race day and the opportunity to walk away with a prize. We will have a solo start. Racing begins at 10:30 with 4 races. 3 to count.

Sun 26th May is the start of the early summer series, although with the weather we are having it's hard to believe it. 3 races per day.

The local circuit started at Cheddar on the 13th April, where Chris, Brian Kitching, Rob Mitchell and myself attended. The forecast did not look good but on the day we were treated to an excellent days sailing. Chris took 1st overall, Brian 4th, myself 6th and Rob 10th. This was Rob's first solo open meeting and thoroughly enjoyed. (15 Competitors)

Round 2 was the Welsh Championships at TATA Steel (Formerly Corus) at Port Talbot. A very wind day on Saturday greeted us, blowing straight off the sea. Chris, Brian & myself had driven over to join in the fun. Several of the competitors took the opportunity to watch proceedings from the safety of the shore. We three foolhardy folk went out in winds that progressed to a F6 gusting F7. We all stayed upright and completed the day pleased to have survived but knackered. Day 2 was a lot brighter and a lot less breezy, all sailed and it was a well fought contest, albeit with some rule "pushing" which saw Chris hampered by the port tackers at the windward mark! At the end of the day Chris finished overall in 5th place, having been in 2nd overnight. I finished in 14th and Brian 16th. (28 Competitors). Photos of the event can be seen on the following link.

<http://www.flickr.com/photos/54538464@N03/sets/72157633427208580/>

Round 3 was Bowmoor, a small gravel pit but none the less a very friendly and welcoming club. Rob Mitchell was the only Chew sailor to participate and came in 10th place in the blustery conditions. (13 Competitors)

Pos	SailNo	Club	Helm	BCYC	Tata	Bowmoor	Salcombe	S. Bingham	Chew Valley	Clevedon	Weymouth	Frampton	TCYC	S. Cerney	Total	Points
1st	5362	CVLSC	Chris Goldhawk	1.0	5.0	101.0 DNC									107.0	107.0
2nd	4986	S. Bingham	Roger battersby	3.0	101.0 DNC	4.0									108.0	108.0
3rd	5378	Bowmoor	Geoff Silcock	8.0	101.0 DNC	7.0									116.0	116.0
4th	4932	CVLSC	Brian kitching	4.0	16.0	101.0 DNC									121.0	121.0
5th	5286	CVLSC	Nick Fisher	6.0	14.0	101.0 DNC									121.0	121.0
6th	3819	CVLSC	Rob Mitchell	10.0	101.0 DNC	10.0									121.0	121.0
7th	5038	Tata Steel	Nigel Annett	101.0 DNC	26.0	5.0									132.0	132.0
8th	5351	Frampton on Severn	Keith Hill	101.0 DNC	20.0	11.0										

All solo western area results can be viewed on the solo website.

http://solosailing.org.uk/events/event_display.asp?event=1580

If you wish to try a Solo you can have a go in mine, just contact me to make arrangements on email or use the mobile phone number below. Meanwhile enjoy your sailing.

Nick Fisher

Solo Fleet Capt.

unshornsheep@btinternet.com

Mobile 0777 586 3972



Training update

I was stunned to receive two completed expression of interest forms through the front door one Saturday lunchtime in April having only emailed them out to all of those who had contacted me about the Spring RYA courses two hours earlier, such was the level of interest and by the following Tuesday the courses were full. There were nearly 90 members interested in the training and at present we can only offer 12 youth and 9 adult places and so well done to those that are on the course and for those that are not we are actively looking at other training opportunities.

Try, for example the Thursday evening sessions that are run by Andy Harris, one of the RYA dinghy instructors and which offer a great opportunity to sail in company or with an instructor whether a beginner or improver. The yellow calendar confirms that the sessions start on Thursday 23 May.

We have 6 new RYA Senior Instructors (SI's) in the club with Colin Walsh qualifying through with the Army and Rob Mitchell, Mike Carr, Helen Martin, Steve Turner and Rich Hole completing a combined course which was run at Chew and Clevedon SC thus providing the potential for the coastal endorsement. The course is fairly tough and required nearly 60 hours to complete with an introductory day, a pre start workbook to complete and 4 x 10 hour days of instruction so if you fancy having a go, let me know!

This was the first stage in further developing the RYA instruction available to members at the club and plans are underway for another assistant dinghy instructor course and the possibility of a dinghy instructor course at the end of the year.

The assistant dinghy instructor introduces the main issues associated with the RYA teaching method in such a way that candidates can become actively involved on the RYA courses and the Junior Challenge programme. If you think that you might be interested in the course then please contact me at training.cvlsc@gmail.com and I will pass your enquiry on to Rich Hole who is organising the course.

The club training is going from strength to strength but don't forget that all the instructors are volunteers and will rely increasingly on the interest of club members being involved as instructors as we are entirely reliant on those active instructors that we have at the moment in what is an incredibly rewarding role and would really like to see some of the more experienced sailors involved and so if you think that you might like to give it a go then let me know.

Rob Mitchell
CVLSC RYA Training
Co-ordinator
May 2013



Transformation of ladies' changing rooms

As probably the oldest active sailor amongst the female members of the club and a long standing club member of 27 years, I have nominated myself as the spokeswoman to thank all those involved in the refurbishment of the ladies changing room. It has been the biggest refurbishment the club has had for many years and so I think it deserves a special mention. The whole process has gone seamlessly as far as we are concerned although I understand that hasn't been the case with those doing the work. One day the changing rooms were emptied, next we were using the CLADS changing rooms, luckily the winter months were bitterly cold so the numbers using them were small, yours truly opted out altogether. In the meantime the main changing room plus loos were locked. What were they hiding? Lots of banging and sounds of drilling could be heard behind this locked door plus loads of concrete and mangled copper pipes including the old boiler were seen lying outside the club. Next it seemed just a few weeks later all was finished.



Before.....

Wow! What a difference! Gone were the grotty tiles, scruffy showers, loos and floor. Everything had been jiggled around to give us much more space in the middle, although I can see it been filled in the none to distant future. All clean with white walls and a pleasant shade of jade. The showers are fantastic and having the loos inside are a blessing plus the addition of a special metal sink to wash your dirty boots is an excellent idea. Mirror and hair dryer have gone down well too. Thanks to Danny we have all "singing and dancing" lights and heaters. All the years I have been asking for more hooks for our towels which had been reduced to one, now we have hundreds! Talking of hooks, I would like to point out that the dividing wall running outside the showers is made of plaster board and so is not water-proof. So please do NOT hang your wetsuit or any wet clothing on the hooks as they are for towels only. There are other issues but this is to be expected and these will be dealt with in time I'm sure. But on a positive note, I have been amazed at the number of "oohs" and "aahs" plus "wow's" I have heard when members enter the changing room for the first time.



After.....

So to the thanks. Firstly our Laser Fleet Captain, Helen Martin. It was she who pioneered the project and persuaded the committee that we needed the refurbishment in the first place. It was her perseverance that got it started and she has been there

until the end. I understand that our committee have worked hard with this project but certain people deserve a special mention. Brian Brooks and our Rear Commodore Alan (where are the floor mats?) Marsh have worked tirelessly on our behalf. A special mention goes to Danny (Flying Fifteen) Pilgrim for all the electrical fittings. Apparently he had to work around the clock to get it all finished in time. So great thanks go to him. Will Jeffris, son of our Membership Secretary, Claire, also worked hard in helping with the construction. Thanks go to all the outside constructors who were involved in the refurbishment.

So many thanks to everyone involved. Apologies if I have left out anyone but I have not been involved. On behalf of the female members I would like to say how grateful we are to have a modern and hygienic changing rooms of which to be proud. Chew has a great reputation as a club which runs excellent Open Meetings and considering the percentage of women sailors is increasing countrywide we should have decent changing rooms not just for us but for our visitors. As one who has toured the country and beyond attending Open Meetings and Championships with the Topper and lately the Streaker, I think many of you will agree that you take away amongst others, three specific impressions of a club: the quality of the race management, the food and the changing rooms. So personally, I now think that Chew ticks all the boxes.

Primrose Salt. (Streaker 1812).

Clads

Last month we had our AGM with Steve Nash being voted in as our new Chairmen. Steve has replaced Jan (Martin Meager) who has been at the helm of our club as chairmen for the last few years and CLADS members would like to thank Jan for his work in helping for getting the club improvements and keeping the club growing.

I hope Steve has not took on to much, because he is doing a lot of work for your club as well with organising social events, working on Web Sites and doing other computer stuff. Steve is a big asset to both clubs (well done Steve)

CLADS would like to thank the club for giving us a room to adapt into a shower room which is now complete. the shower will be very useful not only to make us look nice and



clean and sweeter smelling, but also to warm us up because many times disable sailors get ashore very very cold and warm water is a great way to put heat back into people.

The Chew lady sailors have already made full use of the disabled shower and have said how good the shower is while there own changing room was being renovated, which is now finished and is also very good (so I am told)

We have room for new members, so if anyone knows of someone with a disability and think they would like to come and sail with us on a beautiful lake on most Saturdays in the summer, then ask them to get in touch.

We also have room for more helpers. CLADS can not function without helpers we need help to get us in and out of boats to rig them and to get them in and out of the water. We would welcome new helpers to commit to just a few Saturdays a year (no experience needed) Please ask around to see if anyone would like to join us as a helper or as a sailor.

The URL for our Website? <http://www.clads.co.uk>
sailing rep)

Thanks Mike Preater (Clads

Laser training days

Early March was probably a little too early for some!! However the weather was kind and twelve of us met up late morning for an informal rigging chat, and a viewing of two of the training videos made by Steve, Jose and Jeremy. After lunch, some wind appeared and Helen led the group on some warming roll tacking and gybing practice, followed by paired boat speed activities and a couple of informal races. It was the first time on the water for months for some of us – it was good to get back in the boat and practice a few basics.

On April 26th, Steve Smith and Pete Sherwin ran a fantastic training day ably assisted by Sarah Harding– thank you all. Steve spent a lot of time planning ahead for the day and had several programmes for different weather conditions. Unfortunately I could not take part so Steve has kindly provided the following account.

Helen Martin

17 Lasers from Chew enjoyed a day of fun,



interest and improvement in exciting sailing conditions! An early start for many was rewarded by an interesting and interactive talk on 'making it easier to sail the Laser in strong breezes'. (*His talk on windy sailing was "exceptional and perfectly matched to abilities" - quote from Jeremy*) Then, off we go! Rigs in, life-jackets zipped and straight out onto the water for an intensive 90 minute spell of sailing activities. Peter Sherwin set short race courses of 5 minute length, using both triangular and windward-leeward formats. This 'many short races' format certainly fit the bill for improvement and excitement in the breezy force 4!



The training group returned to shore well and truly ready for a delicious lunch served by Doug. It was certainly well earned! A re-run of the spectacular 2012 Olympic Laser Radial Medal Race was enjoyed during lunch, and many sailors took the chance to make new friends too!

After lunch, a de-brief allowed the trainees to share their experiences from the morning and to seek valuable feedback and answers to their individual questions. Then once again, off we all go onto the water! Peter Sherwin once again served up another 10 short races, providing the ideal learning environment for the Laser racers. The group were able to practice time and again the key skills of starting,



breezy offwind boat handling, mark rounding and sailing in close proximity to other boats.

So it was a tired, yet elated, group of sailors that returned to shore to get warm and hold a final debrief. A little later, a good number of the group would stumble wearily into the Chew Valley Raj for the curry social and were rewarded with a great meal, hospitality and a good deal of laughter and stories to tell.

Congratulations to James Bevan, who won the 'most enthusiastic improver' prize for the day. James takes away the 'Club Sailor: from back to front' book prize, kindly donated to the fleet for this specific training day purpose by the author Clive Eplett (thanks Clive - it is a great book!). James was hard pushed by the 4 'Lady J's' - Juliet, Jan, Jane and Jackie - who all sailed superbly in the challenging conditions. Who will win the prize next year?

Overall, what a great day! Enormous thanks from me to Peter Sherwin and Sarah Harding on the Race Boat, to Helen Martin for all her quiet hard work that makes it all possible and finally to Jeremy Millward for letting me borrow his 'Go-Pro' camera again. Watch out for the next training video!

Steve Smith

Easter at Rock

If you remember how cold the easterly and north easterly winds were just before Easter, you will not be surprised to read that many of the usually intrepid laser fleet, having studied the forecast, left their boats firmly on the dinghy park at Chew and packed extra walking gear!! So instead of the usual 10-12 boats from Chew, there were four - Pete Sherwin, Steve Smith, Julian Cooke and Andrew Bassett the hardy (no not foolhardy!!) ones.

A report of the sailing follows. The rest of us had a great time watching the sailing, walking, playing on the beach (well wrapped up), pottering in Padstow and checking that Doom Bar really does taste better in its home area.

The weekend follows a familiar pattern which works well and you dip in and out as you wish. On Friday we set off for Polzeath, meeting up for coffee and a pasty. Some of us then went off around Pentire Point enjoying wonderful views along the coast and encouraging the Oakeys on their training walk for the South Downs Way. (Flasks of tea MUCH appreciated!!)

The 'traditional' Easter Saturday cycle along the Camel trail was particularly lovely - the sun shone, the wind had eased and there were fewer people than usual. So much so that we were able to enjoy coffee sitting outside in the sun in Wadebridge and lunch outside at the cafe before Bodmin.

I can't quite remember what we all did on Sunday and Monday, but I do recall being discovered twice



Prize-winners and enthusiastic youngsters showing us just how windy and cold it was!!

in the Red Lion in Padstow, just checking on the quality of the beer!!

So what about the sailing!! Four races were scheduled, one each day. In the end only three were sailed, it was too cold and windy on Friday evening. Here are the details in Steve Smith's words.

" There was a reduced overall turnout due to the cold conditions, so the Laser Open joined in with the Easter Chase to make it more fun on the line! Chew was represented by Cooke, Sherwin and Bassett in the standard rigs and Smith in the radials.

Saturday Race 1 wind from SSE. 7 mph decreasing to 4 mph by race end. Start time 2 hours before high tide, with a strong flow flooding to the south east. This provided a challenging start with the tide sweeping over the line, demanding a patient approach with a late surge to the line to avoid being swept over. Amazingly the whole fleet got it right - with a clean start first time! Cooke got the best start at the favoured starboard end and went on to win comfortably. Sherwin took advantage of a large difference in tide across the narrow upwind stretch to the finish to pip two boats at the finish and claim a very important second place. Smith was overhauled by Lloyd (a young local sailor) in the radials on the second downwind leg, she cleverly found more pressure and stayed out of the adverse tide for longer.

Sunday morning Race 2. East South East. 10mph becoming a more lively 17mph by race end. Sailing on high tide, resulting in slack water for all bar the last lap of the race. Cooke started well at the favoured pin end only to be hauled in by Sherwin upwind on lap 2. With the increased breeze, Smith pulled away from Lloyd to equal the Radial standings.

Monday morning Race 3. East South East. Breezy! 15mph becoming 20mph by race end. Slack water at high tide. On the busy start line it was Smith and Lloyd in the radials that competed the favoured pin end. Smith, adjudged OCS, returned to the line after being kindly informed during the beat by the race team. Smith went on to catch the determined Lloyd in challenging race conditions. After a safer start, Cooke again led the Laser fleet at the first windward mark and around the first lap. However, Sherwin got the right side of a shift up the beat on lap 2 to capture the lead and he maintained this securely to win the race.

So overall, Pete Sherwin took honours in the standard Rig with a 2,1,1. Julian Cooke a close second with 1,2,2. Andrew Bassett sailed well in all three races beating the local competition to come third overall. Steve Smith was the first radial."

Keith and Julia Tink and Allen Marsh deserve a special mention for their sterling job of "trolley dolly-



ing", braving the early mornings and cold wind, stacking the trolleys on the slipway so they didn't float away at high water!!

Easter at Rock really is good fun – great club, great company, great sailing (this year unusual for the low turnout). Why not join in in 2014?

Wayfarer cruises 2013

The Wednesday Wayfarers are off to Falmouth for their annual weeks cruising holiday from 15th to 22nd June. We are based at the Royal Cornwall Yacht Club and keep our 4 boats on trots and have twelve members on this trip, (ideally 3 to a Wayfarer for cruising). After careful study of the wind and tide we may either sail across to St Mawes or up the Carrick Road past the King Harry Ferry towards Truro. When conditions allow we go out past Black Rock into Falmouth Bay and down to the Helford River or even down as far as Coverack, alternatively we may go up the coast to Portscatho.

For lunch we land on a suitable beach for a picnic, preferably with a pub nearby and on special occasions we take a barbecue.

In September we are planning a second weeks cruising to Milford Haven, based at the Pembrokeshire Yacht Club, which is situated in Gellyswick Bay, 1 mile west of Milford Haven. So far we have 2 boats and 7 members going. We hope to explore the Haven, either going up the Haven past Pembroke Dock, where there are several rivers to explore. or sailing westward to Dale, Angle and St Ann's Head. The area is new to us so lots to do and see.

If any member is interested in joining us for the September Cruise, give me a call.

John Bone 199
Tel. 01275 332 328



Dorado Leader

This missive comes to you from the car Carrier Dorado Leader sitting in Antwerp discharging cars from Japan. I joined the ship on Friday 9th May at Cherbourg, having travelled by ferry from Poole earlier in the day. As you know the weather has recently been pretty poor and the ship was delayed one day when crossing the Bay of Biscay on her way North. The ship arrived at the Cherbourg Deep Sea Pilot Station at 1900, I had left the port 30 minutes before in the Pilot Launch to meet the ship.



Approaching Dorado Leader



As we approached the boarding position the ship appeared out of the mist and rain and started to swing onto her lee course to provide a calm area for us to approach the pilot ladder.

Sometimes when I'm just about to clamber up the ladder I do wonder why I do what I do when I could be sat behind a nice dry desk Monday to Friday, hmm, boring.

I was greeted by the Duty Officer, Bosun and 2 Abs, led to the lift and taken to

Wet Feet? No Chance!

the bridge, by which time the Pilot Launch had departed and we were swinging back to our course, heading for the Dover straits. After a brief discussion with the Master regarding the ship's speed, tide and berth availability we sent an updated ETA of 0600 the next morning for the Pilot Station at Wandelaar (Scheldt River) for Zeebrugge port. Having missed dinner ashore I was treated to a good old ruby murray down in the dining saloon. We had 75 Miles to go before we reached the traffic scheme at Greenwich and the waypoint I use here is 59 19.7 N 000 00.0 E/W, significant to me as this is where I deposited the ashes of my parents after they'd been cremated (Legally of course).

The run up to the Greenwich buoy was uneventful, coming up from the south we'd left all the NE bound traffic on our port side as we entered the traffic lane. On the radar we

I'm often asked what the car carriers are like, the short answer is that they are not much different to an NCP car park as can be seen on the photo below.



could see two targets crossing the lane from North to South, out the wheelhouse windows we could only see one set of lights, initially a single white stern light and then a single masthead and a green sidelight as we were passing. It turned out to be a yacht as they illuminated their sails. The second target we saw nothing of, but had altered course to stb'd to keep well clear of them and avoid closing on the other traffic. Being Friday night there was little in the way of fishing boats, this is usually an area popular with the local French Fishermen, but not tonight.

We'd passed the Greenwich racon buoy at around 2300 and were on time, the tide was very favourable and giving us an extra one & half knots over the ground. As we progressed up the channel we approached the Basseurelle racon buoy, which is the mandatory calling point for the NE bound traffic to give details to Gris Nez traffic. Due to the variety of Nationalities on board the vessels this can lead to some interesting communications. What is your maximum draft? 26 including the Master! What is your next port? Suez. Just think about this when you are on the radio at Chew. Some of the biggest problems are people speaking too quickly and not clearly and not turning away from the wind.

As we approached Cap Gris Nez the ferry traffic is starting, rather than stick to a course line it is far safer to have room to manoeuvre and not be "forced" by another vessel. Unfortunately in these days of GPS there does seem to be a tendency to follow the pencil line come what may. Indeed, nearly all the ships have Ecdis (Electronic Chart Display) and while this should make life much easier in busy situations the line followers don't like to deviate. I'm always mindful of the road sign when you drive into Taunton, Care, Courtesy and



Consideration. If I can give some room to another vessel, rather than force them to take action that would put them in a close quarters situation then it is probably in my best interest to do so. But, be careful!

Just making yet another cup of coffee I note the number of garbage containers that are on the bridge, we moan at home about segregating gar-

bage, but it is nothing compared to the separation that has to be done on the ship. There are of course all the oily bits as well plus chemicals and batteries.



Passing Gris Nez I take the opportunity to ring the Pilots at Wandelaar to update my ETA, unfortunately they don't require us till 0700 so we will reduce speed and save fuel. It takes 30secs to reduce 1 rpm on this ship. Some of the big container ships can take up to 2 mins. Thought has to be given as to "embarrassing" any other traffic when reducing. We are now past Gris Nez and the "Weser Stahl" is crossing from the South West lane to Dunkirk Pilot Station, although he is the give way vessel, he has called me in plenty of time to ask me to pass his stern. This will enable him to cross without any likely contravention of the rules and keep clear of the vessels astern of me. It is not a problem for me and we agree a "green to green" passing.



Car Terminal

Looking at the AIS (Automatic Identification System) I can see the vessels astern of me are heading for Rotterdam or further North, I need to be back over to the stb'd side of the fairway to let them overtake me to port, I have plenty of time to do this even though we have now reduced to 12 kts. Once we are headed to the ENE we reduce our speed yet again, we have

had currents up to 4 kts as we transited the straits and with the delay in pilot time now have plenty of time in

hand. With 2 hrs to go the Engines are now placed on standby so immediate speed changes can take place, we are clear ahead and astern and start to reduce down to 6 kts through the water, we can then safely test the Engine astern before we arrive at the Pilot Station. As we are doing this we receive a call on the VHF to say the Pilot will be at the Station earlier and ready to board. So, it's speed up again to 15kts, this is Full manoeuvring plus 20 rpm (i.e. 10 mins notice), good for me as I knock off when the River Pilot takes over. We approach the Pilot Station, reducing as we go, when the Pilot embarks we are making around 10 kts through the water. He is brought to the bridge where he discusses the next part of the passage with the Master, calls the lockmaster for Zeebrugge and gets confirmation of the lock availability. Once he has done this and settled in he takes the "con" from me and I'm done and off to bed, a long night.

Having the "con", is to have the conduct of the ship, i.e. to be giving the instructions. The Master has the overall responsibility as the Pilot is an advisor. The vessel's bridge team should monitor the Pilot's actions at all times and bring to his attention any doubts they may have.



One of the jobs that the ship's crew have to do regularly is to put the lifeboats in the water. You can see from the photo below that this is not something to take lightly given the distance from the stowage area to the waterline is around 25 Metres. One of the jobs that the ship's crew have to do regularly is to put the lifeboats in the water. You can see from the photo below that this is not something to take lightly given the distance from the stowage area to the waterline is around 25 Metres.

Nick Fisher
Solo Fleet Capt.

Handicap fleet news

Welcome to new members of the club reading the newsletter for the first time. For those new to racing a quick explanation; the handicap fleet is a mix of different classes of boat racing together. To account for the different classes, races are timed and results calculated based on the "Portsmouth Yardstick" (speed rating) of each class.

At Chew the Handicap Fleet is generally split into two sections, "A" Handicap for the higher end of the speed range and "B" Handicap for the middle and lower end. You can get a good idea of the classes of boat sailed in each, and typical turnouts, by checking the results pages on the club website (<http://www.chewvalleysailing.org.uk/sailing-racing/results>).

Well that's the lecture over so what's been going on.

The Frostbite series (Jan – March) and Spring series (April – May) are now complete and the Handicap fleet saw healthy turnouts with around 30 boats competing in each. The Frostbite series also saw a good representation of temporary winter members taking part, and it was one such team, Nick and Indigo Smith in their Miracle, who won the series in very impressive style.

The Spring series is a short sharp affair with 12 races sailed over 4 Sundays. It was ably won this year by Derian and Andy Scott in their Fireball with Peter Rose/Ruth Kenyon in the Scorpion hot on their heels in second.

The Wednesday Evening series is now well underway with four races sailed so far, but it is not too late to qualify. This is the most hotly contested series in the club calendar with separate starts for the A handicap (plus Flying Fifteens), B Handicap (plus Solos) and Lasers. In the last couple of years the overall turnout has exceeded 100 boats across the three fleets. The A series is currently being led by Ian Cadwallader and Nick Stone in a Flying Fifteen, closely pursued by John and Tom Rose (Scorpion) and John Smalley and Will Jeffers (Fireball). The B series is being led by Mike Higgins and John Kelly in a Wayfarer, followed by Steve Turner (Solo) and Primrose Salt (Streaker). Races start at 7pm and are generally finished by 8 with food and drink in the clubhouse afterwards.



The racing is close but friendly and it's a great way to unwind after work mid-week. Why not pop down on a Wednesday evening and give it a go. If you don't think you are quite ready for the racing scene, the Thursday improvers sessions are about to get underway with experienced members on hand to provide tips and advice on how to get the best from your boats.

On Sundays we're now into the early summer series which takes us through to mid-June, and already starting to see many of the less hardy souls (who like me no longer relish the testing temperatures of the Frostbite series) take to the water.

Here's some of the news from a couple of the individual classes within the Handicap Fleet:

The RS100's enjoyed a great event at Chew with three club boats joining the fleet of 13 in the Asymmetric Open over 16/17 March. David Smart finished 6th overall having shown flashes of speed and being in the podium positions in a few races, before checking his slot gasket for weed! Tim Mitchell finished 8th having made a flying start in the first race, heading to the top mark almost in the lead in the second race, having skilfully spotted the wind shift by observing erratic bird flight above East Harptree (as opposed



to having had to tack right on the start line to avoid the back-wash from the rapidly disappearing fleet ahead of him)! Fantastic tactics really. Nick Edmonds enjoyed the sail on the Saturday, but had to duck out of the Sunday, unlike Simon Bennett who is still to be forgiven for missing the whole event with a feeble excuse of 'gone skiing'.

The event was thoroughly enjoyed by the visiting boats as the first open of the season, citing a very welcoming and enthusiastic club. So thank you to Pete Rose as RO and all the helpers that made it a great success, hopefully to be repeated next year.

David Smart also attended the recent POSH regatta (Paignton Open Single Handers). There were a number of classes attending including Phantoms, Blazes, RS600s and D Ones. The RS100's were the largest fleet with 16 boats taking part. David finished 6th again, but was showing improving speed through the event as he remembered how to sail the boat, having spent too much time cycling recently. It was a windy affair, with only one race on the Saturday, racing abandoned when 30 knots was recorded in one gust on the Committee Boat with lots of capsizes/ slot gasket checks and a couple of broken masts (in other fleets). That meant there were 5 races on Sunday in winds from force 3 to 6, building throughout. The fleet were knackered at the end of the day, with most unable to walk upstairs on Monday.

The RS200s have had a recent surge in membership with three new additions so far this year. Welcome to Nick and Will Gatehouse, the Guess family and a surprise purchase by John Smalley! This is great timing with the Inland Championships being held at Chew later this year and a big turnout expected.

The die-hards in the fleet have been out and about representing Chew at two events already this season. Three boats made the extremely arduous trip all the way to Bristol Corinthian for the first of the 'RS200 SW Ugly Tour'. In very light and shifty conditions and a fleet of 25, the Chew boats did well. Nick Martindale/Lydie Benazon placed 3rd overall, Dave and Jeannie Oakey 6th overall (winning the Silver fleet prize) and Dave Sweet/Karen Smalley mid-fleet. The second event, a little further afield at Parkstone YC, saw Chew numbers increase to 4 with the addition of Mike Riley/Mary Hill – a big fleet this time with 38 boats and some serious wind shifts. Chew boats all had their moments at various times in the 3 races, but results not quite up to the previous event, however all enjoying the sunshine! Next event of the tour is Llandegfedd on 22nd June.

Nick Martindale & Peter Rose Handicap Class reps

Junior report

We have made an excellent start to the junior season with a popular than ever programme of activity most Sunday mornings. Last Sunday I counted a record 50 young sailors getting out on the water during the course of the morning with the help of a fantastic team of Instructors, rib support and a plethora of shore support. My



thanks go to Duty and Race teams for their patience and support with and for the club's young sailors – it has been a great sight to see so much activity on and off the water.

This year we have 5 training groups running each Sunday in addition to our Novice race group The Challengers who are getting some excellent guidance from Will Jefferis and experienced racer Jess Harding. Our newly qualified Assistant DI's Julian Cooke, Darren Haine and Ian Broad have made a great contribution and their invaluable help has meant that we have been able to take on a small group of older beginners who have been having some really good tuition to get them going. Now we have started the Spring and Summer Race season there is also a Junior start during Sunday's main racing. Any Toppers, Fevas or Teras are invited to join in if they want and can expect to receive help and guidance from the Race Officer of the day who will be happy to explain the course and give tips and advice to our Juniors.



The newly purchased RS Teras have proved an immediate smash hit with the club's Intermediate Oppie sailors who finally have been able to practice capsized drills and feel what a real boat sails

like. Their now familiar orange and white sails are becoming an ever more recognizable sight on the water and we're now struggling to persuade the children to go back into the old Optibats; they are proving to be that popular - everyone wants a go!

Casting our eyes ahead to the rest of the Junior Programme during the season, there are

several exciting events ahead. CVLSC are proud to host the Feva Inland Championships on June 22nd - 23rd and we are keeping our fingers crossed that all the hard work put in by the club's Feva Fleet Captain and Race Coach Reuben Woodbridge and Feva enthusiast Nick Edmonds will pay off. We wish all competitors the very best of luck.

The ever popular August Antics which is held every August Bank Holiday Weekend (24th -26th) is now open for bookings so please look for information on the CVLSC website. I know that Colin and Catherine Walsh, its excellent organisers, are still looking for support and help especially with Dinghy Instructors, Senior Dinghy Instructors, Assistant Dinghy Instructors and other shore support, so if you can volunteer to help out on this fantastic weekend, then please contact Colin (ccthwalth@aol.com) urgently even if you can only commit to one day.

We are also pleased to announce that we are hosting the SW Regional Zone Topper Training in September (23rd/24th). This is a really good opportunity for all the club's young sailors whether they be on the circuit, in the Zone Squad, or learning race technique in the Intermediate Topper group or Challenge race group to come together at the same event. The RYA actively encourage a Regatta fleet for the less experienced Topper sailors who want to have a go at racing and get some really expert coaching so we hope that many of our Junior Sundayers will participate in what promises to be an enjoyable weekend.

Finally, to end the Junior season and after the success of our coastal residential trip last year to the Mountbatten Centre in Plymouth last year, we are again running an away trip back to Plymouth on October 18th-20th. This year we plan to take over the whole centre and are already filling up rapidly. The trip is open to individual Juniors, sailing adults and accompanying adults and proved last year to be as much about a great social event for children and adults alike as the sailing.

Happy sailing to all our Juniors!

Ali Woodiwiss

CVLSC Youth Co-ordinator
cvlscyouth@gmail.com



RS Feva report

It's been a great start to the 2013 season for the Chew Feva's. At the club it's been good to see new faces turning up for our training sessions and to see fledgling crews coming together. Unfortunately because of the number of activities being run at the club we're not able to run a regular event and the next training session is not until Sunday 9th June. This is just a fortnight before the RS Feva Inland Championships hosted by Chew so the more boats we can get out on the water the better.

Away from the club we've had two boats in the RYA Southwest Zone squad. They've been training hard over the winter at week-end coaching events and the hard work has

obviously paid off as regular Chew sailors Michael Dennis and Milo Gordon performed extremely well at the Eric Twiname Championships, where all the Zone Squads compete against one another. In windy



conditions they won one race and finished 3rd overall. An excellent performance, so a big well done to them. The next big event in the RS Feva calendar is the National Championships at Thorpe Bay Yacht Club in Essex. There will be three Chew boats competing there and we wish them good luck.

Anyone interested in joining the growing Chew Feva Fleet please contact our Race Coach Reuben Woodbridge (reuben.woodbridge@blueyonder.co.uk) for more information.

Like the photos?

If you like the photos in this newsletter you can see more like them on a website set up by Errol Edwards, www.flickr.com/photos/cvlsc which currently contains photos by Errol and fellow CVLSC members Primrose Salt and Ann Belcher. If you think you've got a good sailing photo taken at Chew or of Chew sailors competing elsewhere, send them to Errol at cvlscfoto@yahoo.com and he will include them on the website. If you'd like to volunteer to help maintain this website, contact Errol at solo4069@yahoo.co.uk or call him on 07401939777.